

INTIMATIONS
A. S. WATSON & CO., LIMITED.
BY APPOINTMENT.
WINES & SPIRITS.

We beg to call attention to our **PRICE** list of **WINE & SPIRITS** as follows:—
As these are all selected and bought first hand by our London House we save any intermediary profits and are thereby enabled to supply the best qualities at Moderate Prices.

PORT.
(For Invalids and General Use.)

Per Case.	Per Bottle.
B. VINTAGE, superior quality, Capable of Wines & Spirits	\$14.40 \$1.20
C. FINE OLD VINTAGE, superior quality, Black Seal	16.20 1.35
D. VINTAGE OLD VINTAGE, extra superior, Violet Capsule (Old Bottled)	20.40 1.70

SHERREY.

Per Case.	Per Bottle.
B. SUPERIOR PALE DRY, ditto, no wine, Green Seal	\$10.80 \$0.90
C. MARGARITA, TAILOR, TAILOR, White Capsule	12.00 1.00
D. SUPERIOR OLD DRY, ditto, no wine, Green Seal	12.00 1.00
E. VINTAGE OLD VINTAGE, extra superior, Violet Capsule (Old Bottled)	20.40 1.70

CLARET.

Per Case.	Per Bottle.
B. ST. ESTEVE, ditto, no wine, Green Seal	\$6.90 \$0.58
C. ST. JULEN, ditto, no wine, Green Seal	9.00 0.75
D. LA ROSA, ditto, no wine, Green Seal	12.90 1.10
E. SAINT FOT, ditto, no wine, Green Seal	12.90 1.10
F. ST. JULEN, ditto, no wine, Green Seal	12.90 1.10
G. ST. JULEN, ditto, no wine, Green Seal	12.90 1.10
H. ST. JULEN, ditto, no wine, Green Seal	12.90 1.10
I. ST. JULEN, ditto, no wine, Green Seal	12.90 1.10
J. ST. JULEN, ditto, no wine, Green Seal	12.90 1.10

CLARET.
Our Claret is guaranteed to be pure, and is not artificially made from raisins and chemicals, as is generally the case with cheap Wines.

BRANDY.

Per Case.	Per Bottle.
A. HENNESSY'S OLD PALE, Red Cap.	\$18.00 \$1.50
B. HENNESSY'S OLD PALE, Red Cap.	21.00 1.75
C. HENNESSY'S OLD PALE, Red Cap.	24.00 2.00
D. HENNESSY'S OLD PALE, Red Cap.	26.00 2.20
E. HENNESSY'S OLD PALE, Red Cap.	28.00 2.40

WHISKY.

Per Case.	Per Bottle.
A. JAMESON'S BLEND, White Capsule	\$10.80 \$0.90
B. JAMESON'S BLEND, White Capsule	12.00 1.00
C. JAMESON'S BLEND, White Capsule	14.40 1.20
D. JAMESON'S BLEND, White Capsule	16.20 1.35
E. JAMESON'S BLEND, White Capsule	18.00 1.50

WHISKY.
Our Whisky is guaranteed to be pure, and is not artificially made from grain and chemicals, as is generally the case with cheap Whisky.

WHISKY.

Per Case.	Per Bottle.
A. JAMESON'S BLEND, White Capsule	\$10.80 \$0.90
B. JAMESON'S BLEND, White Capsule	12.00 1.00
C. JAMESON'S BLEND, White Capsule	14.40 1.20
D. JAMESON'S BLEND, White Capsule	16.20 1.35
E. JAMESON'S BLEND, White Capsule	18.00 1.50

GIN.

Per Case.	Per Bottle.
A. FINE OLD GIN, White Capsule	\$7.20 \$0.60
B. FINE OLD GIN, White Capsule	8.40 0.70
C. FINE OLD GIN, White Capsule	9.60 0.80
D. FINE OLD GIN, White Capsule	10.80 0.90
E. FINE OLD GIN, White Capsule	12.00 1.00

GIN.
Our Gin is guaranteed to be pure, and is not artificially made from grain and chemicals, as is generally the case with cheap Gin.

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INTIMATIONS
BROWN, JONES & CO.
DESIGNERS IN
AMERICAN AND ITALIAN MARBLES
AND HONGKONG GRANITE.
CERMETRY MEMORIALS.
Designs and Prices on application.
Office, 47, QUEEN'S ROAD, CENTRAL. (2657)

CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, COREA, INDIA-CHINA,
SIAM, PHILIPPINES, BORNEO, &c., &c.,
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG KONG FOR THE FAR EAST.
1897.

The Daily Press.
HONGKONG, OCTOBER 11th, 1897.

Mr. FRASER, who writes the Consular report on the trade of Canton for last year, is to be congratulated on his advocacy of a common sense interpretation of the transit pass clause of the Tientsin Treaty, namely, that payment of the transit duty should clear imports of all further charges. Mr. FRASER, it will be remembered, adopted a similar line in his recently published report on the state of trade at the Treaty ports. We can only hope that the representations of the Consuls may lead Her Majesty's Government to review the decision arrived at nearly thirty years ago, a decision which has been most prejudicial to the development of foreign trade with China. Mr. FRASER complains of the apathy of the Hongkong Chamber of Commerce as regards the existence of revenue farms in Kiangtung, but in justice to the Chamber we must say that there appears to be little ground for the complaint. The farming system is part and parcel of the lekin system and as Her Majesty's Government has formally recognised the legitimacy of lekin there appeared to be little use in reiterating complaints on that score. Now that the mercantile community has got some of the Consuls on its side, however, the Chamber might afford support to the latter by sending in complaints in a steady stream. There is a bare possibility that such complaints may affect some good and at the worst they can do no harm. But it is well to bear in mind exactly how the question stands and that the first object to be aimed at is the conversion of Her Majesty's Government.

As long ago as 1867, when the revision of the Tientsin Treaty was under consideration, the Hongkong Chamber of Commerce memorialised the Secretary of State, representing *inter alia* the injury done to foreign trade by the illegal exactions levied on goods in excess of the tariff, especially lekin. Similar representations were made by other Chambers. The question was referred to the Board of Trade, and the reply of that department was as follows:—"My Lords, 'entertain no doubt that the view expressed in some of the memorials, and even at one time by Sir R. Alcock himself, viz., that the payment of the transit duty ought to be held to exempt the goods upon which it has been paid from all subsequent internal taxation, and to insure the sale of the goods to their ultimate consumer with no enhancement of cost derived from taxation, save that represented by the import and transit duties, is a view which cannot be entertained by Her Majesty's Government. There is nothing in the terms of the Treaty which appears to my Lords to justify such a sweeping demand, and in view of the internal taxation to which 'native goods are subject in China' it would be in their opinion both unjust and inexpedient to enforce such a demand, even if it were warranted by the terms of the Treaty stipulations. All that Her Majesty's Government can claim in this respect appears to my Lords to be that in the Treaty 'ports the importer shall have the right to sell his goods in the market, after payment of the Customs duties stipulated, and that he shall have the right to send goods to any internal market which he may select, free from any other charge than the Customs duty on importation and the stipulated transit duty; but that, both at the port and at the internal market, 'once the goods have passed out of his hands they must take their chance in common with native goods and bear whatever 'impositions the rapacity or the necessities of Chinese administration may inflict.'"

The Board of Trade views on this and other questions were adopted by the Government, and in view of this authoritative declaration that British goods must bear whatever impositions the rapacity of the Chinese administration may inflict, a declaration made in response to the representations of the Chambers of Commerce, it seems rather ironical to now reproach the Chambers with not having complained sufficiently. As complaints are now invited, however, no doubt the Chambers will see that they are supplied without stint. There is abundant room for them, and, fortunately, they appear likely to meet with a better reception than in the days when Sir BROOKS ROBERTSON was Consul at Canton.

The delivery of the French mail was begun at 1.05 p.m. yesterday.

The C. P. R. steamer, *Empress of Japan*, called from Yokohama for Vancouver on Saturday.

We hear that Inspector Hansen has been promoted to the rank of Chief Detective Inspector.

The steam revenue last month amounted to \$21,136, being an increase of \$173 on the amount collected in the corresponding month last year.

The Rev. Dr. Charles Weyman, formerly of Fatchan, has been appointed by the Wesleyan Methodist Conference to Oakley-place, Old Hongkong.

According to a London correspondent it is understood that in official quarters all hope has been given up of anything being done this year in the final boundary question.

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NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship
FROM ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.
Consignees of Cargo by the above-named vessel are hereby notified that their goods are being landed at the following ports:—
HONGKONG, 7th October, 1897. [2322]
FOR SINGAPORE, PENANG, AND CALCUTTA.
THE Steamship
"LIGHTNING."
Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 12th inst., at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO., Agents.
Hongkong, 8th October, 1897. [2281]
OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.
THE Company's Steamship
"MEMNON."
Captain McGeorge, will be despatched on WEDNESDAY, the 10th inst., at 3 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th October, 1897. [2314]
"RICKMERS" REGULAR LINE OF STEAMERS.
FOR BREMEN AND HAMBURG.
THE Company's Steamship
"MARIA RICKMERS."
Captain Berg, will be despatched above on FRIDAY, the 13th October.
For Freight, apply to
ARNOLD, KARBURG & CO., Agents.
Hongkong, 27th September, 1897. [2222]

THE SHIP
"OCEANA," having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at the following ports:—
HONGKONG, 5th October, 1897. [2298]
"SHIRE" LINE OF STEAMERS.
FROM LONDON AND SINGAPORE.
THE Steamship
"MERIONTHSHIRE."
Captain Davies, having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at the following ports:—
HONGKONG, 9th October, 1897. [2305]
THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.
NOTICE TO CONSIGNEES.
FROM SWANSEA, GLASGOW, LIVERPOOL, AND SINGAPORE.
THE Company's Steamship
"HYSON."
Having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at the following ports:—
HONGKONG, 8th October, 1897. [2321]
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG, AND SINGAPORE.
THE Company's Steamship
"KUTANG."
Having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at the following ports:—
HONGKONG, 8th October, 1897. [2335]
OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamship
"SARATON."
are hereby notified that the Cargo is being discharged at the following ports:—
HONGKONG, 8th October, 1897. [2313]
VESSELS ON THE BERTH
"SHIRE" LINE OF STEAMERS.
FOR MARSEILLES.
THE Company's Steamship
"CORVISE."
Captain Parnis, will be despatched above TO-DAY, the 11th inst.
For Freight, apply to
ARNOLD, KARBURG & CO., Agents.
Hongkong, 8th October, 1897. [2221]
CHINA NAVIGATION COMPANY, LIMITED.
FOR LONDON.
THE Company's Steamship
"KWA-SIANG."
Captain O'Brien, will be despatched above TO-DAY, the 11th inst., at 4 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th October, 1897. [2291]
NATAL LINE OF STEAMERS.
THE Company's Steamship
"NATAL."
Captain J. G. Spence, will be despatched above TO-DAY, the 11th inst., at 4 p.m.
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VESSELS ON THE BERTH
"SHIRE" LINE OF STEAMERS.
FOR MARSEILLES.
THE Company's Steamship
"CORVISE."
Captain Parnis, will be despatched above TO-DAY, the 11th inst.
For Freight, apply to
ARNOLD, KARBURG & CO., Agents.
Hongkong, 8th October, 1897. [2221]
CHINA NAVIGATION COMPANY, LIMITED.
FOR LONDON.
THE Company's Steamship
"KWA-SIANG."
Captain O'Brien, will be despatched above TO-DAY, the 11th inst., at 4 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th October, 1897. [2291]
NATAL LINE OF STEAMERS.
THE Company's Steamship
"NATAL."
Captain J. G. Spence, will be despatched above TO-DAY, the 11th inst., at 4 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th October, 1897. [2291]

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	CLASS	CAPTAIN	FOR PASSENGER APPLY TO	FOR CARGO APPLY TO
LONDON	Shannon	Brit. str.	W. H. H. H.	P. & O. S. N. Co.	P. & O. S. N. Co.
LONDON	Shannon	Brit. str.	W. H. H. H.	P. & O. S. N. Co.	P. & O. S. N. Co.
LONDON	Shannon	Brit. str.	W. H. H. H.	P. & O. S. N. Co.	P. & O. S. N. Co.
LONDON	Shannon	Brit. str.	W. H. H. H.	P. & O. S. N. Co.	P. & O. S. N. Co.
LONDON	Shannon	Brit. str.	W. H. H. H.	P. & O. S. N. Co.	P. & O. S. N. Co.
LONDON	Shannon	Brit. str.	W. H. H. H.	P. & O. S. N. Co.	P. & O. S. N. Co.
LONDON	Shannon	Brit. str.	W. H. H. H.	P. & O. S. N. Co.	P. & O. S. N. Co.
LONDON	Shannon	Brit. str.	W. H. H. H.	P. & O. S. N. Co.	P. & O. S. N. Co.
LONDON	Shannon	Brit. str.	W. H. H. H.	P. & O. S. N. Co.	P. & O. S. N. Co.
LONDON	Shannon	Brit. str.	W. H. H. H.	P. & O. S. N. Co.	P. & O. S. N. Co.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots
(SUBJECT TO ALTERATION.)
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.E. WEDNESDAY, 27th Oct. 1897
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 24th Nov. 1897
EMPRESS OF JAPAN...Comdr. G. A. Lio, R.N.E. WEDNESDAY, 24th Dec. 1897
THE magnificent TWIN SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, which carries the "CONTINENT" FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets at various points at reduced rates, good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARRIES AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. B. BROWN, General Agent, Pender Street.
Hongkong, 30th September, 1897. [18]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE	REMARKS
YOKOHAMA VIA SHANGHAI	MAVIA	15th Oct.	1897	Freight or Passage. (Passing NAGASAKI & KOBE.)
SHANGHAI	KAISAR-I-HIND	16th Oct.	1897	Freight or Passage.
LONDON	SUMATRA	18th Oct.	1897	Freight or Passage.
LONDON	RAVENNA	21st Oct.	1897	Sea Special Advertisement.
YOKOHAMA VIA NA	ANCONA	22nd Oct.	1897	Freight or Passage. (Passing GASKI & KOBE.)
LONDON	SCOTIA	24th Oct.	1897	Freight.

VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP COMPANY
AND
OREGON RAILROAD AND NAVIGATION COMPANY.
FOR PORTLAND, OREGON.
PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)
MOORE...[3.55] Tuesday...18 Oct.
BRAEMAR...[3.01] Tuesday...14 Dec.

VESSELS ON THE BERTH

NORDDEUTSCHER LOYD.
NOTICE
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID.
NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.
PORTS OF CALL: SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILL OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
PREUSSEN...[12th Oct.]
SACHSEN...[19th Nov.]
BAYERN...[7th Dec.]
FERN...[4th Jan.]
SACHSEN...[1st Feb.]
ON TUESDAY, the 12th day of October, 1897, at 9 A.M., the Company's Steamship "PREUSSEN," Captain E. Nisch, with MALES, PASSENGERS, SPECIE, AND CARGO, will leave the Port as above, CALLING AT NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.
Shipping Orders will be granted till Noon on SATURDAY, the 9th October, Cargo and Specie will be received on board until 5 P.M. on MONDAY, the 11th October, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 11th October. Contents of Packages are required. No Parcel Receipts will be signed for less than 250 lbs. and Parcels should not exceed Two Feet Cubic Measurement.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linn can be washed on board.
For further Particulars, apply to
HOLLAND, WISE & CO., Agents.
Hongkong, 21st September, 1897. [7]
OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"DARDANUS."
Captain Gregory, will be despatched above TO-DAY, the 11th inst., at 4 p.m.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd October, 1897. [1997]
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA STRAITS AND INDIA.
THE Company's Steamship
"DANEA."
Captain John A. Doyle, will be despatched above on or about the 20th inst.
For Freight, apply to
HOLLAND, WISE & CO., Agents.
Hongkong, 2nd October, 1897. [1997]

VESSELS ON THE BERTH

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
NOTICE
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID.
NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.
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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
CITY OF ROME...[10th Oct.]
CITY OF LONDON...[10th Oct.]
CITY OF NEW YORK...[10th Oct.]
CITY OF SAN FRANCISCO...[10th Oct.]
CITY OF LOS ANGELES...[10th Oct.]
CITY OF BOSTON...[10th Oct.]
CITY OF BALTIMORE...[10th Oct.]
CITY OF NEW ORLEANS...[10th Oct.]
CITY OF GALVESTON...[10th Oct.]
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